

# COAST GUARD BULLETIN



Volume I

WASHINGTON, JUNE 1942<sup>1</sup>

Number 36

## PUBLICATIONS TO BE COMBINED

With the July issue of the COAST GUARD BULLETIN, which will be No. 1 of volume 2, there will be consolidated with it the Monthly Bulletin of the former Bureau of Marine Inspection and Navigation. This will entail certain changes in editorial policy. News items and general articles on the work of the Coast Guard will be continued and expanded to include the new functions recently delegated to the Service.

There will also be published much of the technical and tabular material formerly published in the Bulletin of the Bureau of Marine Inspection and Navigation.

The mailing lists of the two Bulletins will be combined, and both lists will be immediately circularized to eliminate any duplication. Readers of the Bulletin of the former Bureau of Marine Inspection may, therefore, expect to receive the COAST GUARD BULLETIN beginning with the July issue, and the issue designated volume 6, No. 12, and dated June 1942 will terminate the Bulletin of the Bureau of Marine Inspection and Navigation.

## ACADEMY TO GRADUATE REGULAR AND RESERVE CADETS IN COMBINED CEREMONY

The Coast Guard Academy on June 19 will present diplomas and commissions to the largest class of cadets in the history of the Service when 72 graduates will be given their commissions as ensigns and assigned immediately to active duty. In addition to these regular cadets, approximately 180 Reserve cadets will be commissioned ensigns at the same ceremonies. The graduation exercises, to be held at the Academy at New London, Conn., will be attended by important State and Government officials, and high ranking officers of the Coast Guard headed by Vice Admiral R. R. Waesche, Commandant. Representative Schuyler Otis Bland of Virginia, chairman of the House Committee on Merchant Marine and Fisheries, has been invited to make the principal address.

Because of the need for trained officers in the greatly expanded Coast Guard this class of regular cadets has been graduated a full year earlier than scheduled. This is in accordance with the procedure adopted for the duration of the war by both the Army and the Navy, wherein the regular 4-year courses have been shortened to 3 years.

The Reserve cadets are the first group to be graduated under the Coast Guard's Reserve Officer Training Program designed to provide an immediate increase in the officer strength of the Service. Cadets for this training are selected from graduates of accredited colleges or universities and given a special 90-day course in nautical subjects. After successfully completing the course, the Reserve ensigns are assigned to active duty aboard cutters or wherever they are needed.

<sup>1</sup> Published with the approval of the Director of the Budget.

Following is the list of regular cadets who will be graduated on June 19:

Arthur A. Atkinson, Jr.	Lexington, Mass.
Harvey N. J. M. Aviles.	Stapleton, Staten Island, N. Y.
Roger H. Banner	Segregansett, Mass.
George T. Beemer	Clarks Summit, Pa.
George F. Breitwieser, Jr.	East St. Louis, Ill.
Fletcher W. Brown, Jr.	New London, Conn.
Ernest H. Butt, Jr.	Washington, D. C.
Joseph L. Butt	Quincy, Mass.
Peter J. Butvidas	Nutley, N. J.
Leroy A. Cheney	Queens Village, N. Y.
James W. Christman	Baltimore, Md.
Robert J. Clark	Alhambra, Calif.
Robert F. Cunningham	Saugus, Mass.
Ward J. Davies, Jr.	Philadelphia, Pa.
Ople L. Dawson	Seattle, Wash.
John E. Day	Springfield, Mass.
Charles Dorian	Natick, Mass.
Robert E. Emerson	Santa Monica, Calif.
George C. Fleming	St. Louis, Mo.
Hersey C. Forehand, Jr.	Norfolk, Va.
Sherman K. Frick	Mountain View, Calif.
Richard L. Fuller	Lancaster, Mass.
Frederick A. Goettel	Spokane, Wash.
Harry E. Hall, Jr.	Springfield, Mass.
Eugene L. Hall	Ilion, N. Y.
John L. Haney	Morgantown, W. Va.
John H. Hanninen	Chester, N. H.
Roderick L. Harris	La Mesa, Calif.
Albert A. Heckman	Reading, Pa.
Harold T. Hendrickson	Seattle, Wash.
Wells F. Impson	Seattle, Wash.
Gerhard K. Kelz	Temple City, Calif.
George H. Lawrence	Bradford, Vt.
Urial H. Leach, Jr.	Newport News, Va.
Bainbridge B. Leland	Watertown, N. Y.
James D. Luse	Cleveland, Ohio.
Hugh F. Lusk	Quincy, Mass.
Donald H. Luzius	Toledo, Ohio
Clinton E. McAuliffe	Chappell, Nebr.
Marcus H. McGarity	Orlando, Fla.
James W. McGary	New Castle, Pa.
James W. Moreau	Glenwood, Minn.
William C. Morrill	Santa Monica, Calif.
Frederick C. Munchmeyer	Washington, D. C.
Charles E. Norton	Lawrenceburg, Tenn.
Theodore S. Pattison, Jr.	Chillicothe, Ohio.
Curtis R. Peck	East Orange, N. J.
Julian R. Raper, Jr.	South Norfolk, Va.
Jerry K. Rea	Sardis, Miss.
Stanley H. Rice	Needham, Mass.
Francis X. Riley	Brooklyn, N. Y.
Billy R. Ryan	Arcadia, Fla.
Charles W. Scharf	Greeley, Colo.
Edward D. Scheiderer	Marysville, Ohio.
Frank C. Schmitz	Seattle, Wash.
Charles M. Shepard III	Mobile, Ala.
Stanton D. Smith	Urbana, Ill.
John W. Sutherland	Tucson, Ariz.
William P. Thoman	Pelham, N. Y.
Lewis W. Tibbits, Jr.	Natchez, Miss.
Louis A. Volse	Los Angeles, Calif.
Douglas D. Vosler	Flushing, N. Y.
John M. Waters, Jr.	Wilson, N. C.
Kenneth E. Webb	Garrettsville, Ohio.
Richard H. Welton	Stoughton, Mass.
Robert J. Wescott	Kirkland, Wash.
Kenneth E. Wilson	Los Angeles, Calif.
David W. Woods	Yonkers, N. Y.
Walter A. Wright	Butte, Mont.
George J. Yost	Euclid, Ohio.
Richard W. Young	Portland, Oreg.
Charles Zelinski	New London, Conn.

## NEW CONTEST PLAN AND LOWER ALLOTMENTS ACCELERATE WAR BOND SALES

A new allotment plan for military personnel and a Nation-wide competition among units of the Coast Guard and Navy is expected to give increased impetus to the campaign for the sale of War Savings bonds and stamps, the need for which becomes more and more apparent as the present war progresses.

Bearing a general resemblance to the Navy's practice of awarding "E's" for efficiency in gunnery, navigation, and to civilian contractors for excellency of performance, Secretary Knox has just announced the establishment of a series of awards for units of the Navy attaining certain standards in the sale of defense securities among their civilian employees.

Taking its place as one of the branches of the Navy Department, the Coast Guard is now competing for the special flags which have been authorized to be flown as a part of this plan. This Navy bond sale contest is now going on at all Navy units throughout the country. Any unit in which 90 percent or more of the civilian employees have authorized pay-roll deductions and where the purchase value of bonds issued for 2 successive months has amounted to 10 percent of the civilian pay rolls for the same period will be issued a special certificate and will be entitled to fly the new flag. This flag, now being designed, will include the silhouetted figure of the Minute Man, emblematic of the War Savings bond campaign. If, after the award of the certificate, the issue of bonds falls below 10 percent of the civilian pay rolls for 2 consecutive months, the flag will be withdrawn from display until the 10-percent goal for 2 successive months is again attained.

The new military allotment plan which is now available to military personnel of the Coast Guard provides for monthly allotments as low as \$6.25 toward the purchase of War Savings bonds. This plan has already proven attractive to large numbers of enlisted personnel and also to officers in the lower ranks. Coupled with the original allotment plan which provided for monthly allotments for the purchase of Defense bonds of \$18.75, the purchase price of a \$25-face-value bond, the new plan, being applicable in multiples of \$6.25 per month, should meet the needs of all military purchasers of these securities.

## WHEELER SHIPYARD AWARDED NAVY "E" FOR COAST GUARD CONTRACT

For the high degree of efficiency displayed in the construction of a large fleet of patrol boats for the Coast Guard, the Wheeler Shipyards, Inc., of Brooklyn, N. Y., has been presented with the Navy Production Award which entitles the company to fly the Navy "E" pennant and permits the workmen at the yard to wear the Navy "E" button. The award, the highest distinction that the Navy can bestow upon private business interests, was made to E. Lawrence Wheeler, president of the company, by Vice Admiral R. R. Waesche, Commandant of the Coast Guard, representing the Secretary of the Navy, at ceremonies held in the Hotel St. George in Brooklyn, N. Y., on May 21. These ceremonies were attended by officers of the Coast Guard and by officials and employees of the shipyard.

In his presentation speech Vice Admiral Waesche stated in part:

"On the basis of your close adherence to contract schedules, on the ingenuity shown in overcoming the many obstacles that have arisen and because of your corporate responsibility and general cooperation and willingness in undertaking difficult problems, it is a great privilege for me to present to you on behalf of the Secretary of the Navy this "E" and all that it represents. It is the first "E" yet won by a company doing solely Coast Guard work. It is the first "E" awarded through Coast Guard recommendation, and this is especially appropriate since you are the largest shipyard exclusively concerned with Coast Guard production. May you long retain it and carry on the honorable traditions that have earned this award for you."

Awards of the Navy "E" are made only after exhaustive investigation of the qualifications of recommended companies by the Board of Production Awards of the Navy Department. In determining the award the following factors carry particular weight: The status of production as compared to contract schedules; the amount of ingenuity shown in overcoming obstacles; the degree of corporate reliance; the willingness to assume difficult tasks; and genuine cooperation.

In a letter to the Board recommending that the Wheeler Shipyards be considered for the award, the Coast Guard stated:

"\* \* \* The one outstanding factor, which has been especially noticeable in connection with this particular contract, is that this organization, without procrastination, needless arguments, and dissertations did undertake, without delay, a wartime emergency program for producing a large fleet of boats in the shortest time practicable and, in spite of delayed deliveries of materials, adoption of available substitutes, and other elements detrimental to rapid production, did wholeheartedly undertake and carry on this rather extensive program and have produced satisfactory results."

## LARGEST CLASS IN HISTORY OF MARITIME SERVICE IS GRADUATED

The largest class of Merchant Marine officers in the history of the United States Maritime Service was graduated on May 8 from that Service's training station at Fort Trumbull, New London, Conn., when 434 men were presented with licenses as third mates and third assistant engineers and regularly enrolled in the Maritime Service. The new officers are urgently needed for the many ships now coming off the ways as a result of the greatest shipbuilding program ever known to the Nation.

The exercises were held at Fort Trumbull in the presence of important State and Government officials, officers of the Coast Guard, the Maritime Service, and the Merchant Marine, and representatives of the Nation's large shipping interests. The principal address was made by Capt. Robert Donohue representing Vice Admiral R. R. Waesche, Commandant of the United States Coast Guard. Captain Donohue, until recently, was superintendent at the Fort Trumbull Training Station. The present superintendent, Lt. Comdr. K. K. Cowart, U. S. C. G., presided at the ceremonies.

The presentation of licenses was made by Captain Donohue and by Commander R. S. Field, U. S. N. R., now an assistant to the Commandant of the Coast Guard in the administration of activities of the former Bureau of Marine Inspection and Navigation. Of the 434 officers graduated, 264 received licenses to serve as third mates on merchant vessels and the remaining 170 received licenses as third assistant engineers.

The instruction staff at the Fort Trumbull Training Station has recently been substantially augmented to provide adequately for the next class which will be comprised of 1,000 students.

### CONGRESSIONAL BOARD OF VISITORS INSPECTS ACADEMY

The United States Coast Guard Academy, at New London, Conn., was visited on May 1 and 2 by the 1942 Congressional Board of Visitors consisting of 3 Senators and 6 Members of the House of Representatives. Assembled in executive session at the close of the inspection and after hearing reports of various members of the Academy's staff, the Board made various recommendations for the further development of the institution.

The Board found the Academy to be well administered; to be in excellent physical condition; to be an institution of high scholastic attainments; to have a cadet corps whose esprit and discipline are of the highest order and which is composed of a group of representative young Americans drawn from every part of the country by a competitive examination open to all. The Board was particularly impressed by the outstanding work being done by the institution despite the rapidity of its expansion; including the training of 900 cadets yearly for reserve commissions, and without appreciable increase of officer personnel.

Based on its observations, inspections, and the testimony adduced from officers and cadets and after careful discussion and consideration, the Board made the following recommendations:

"That the officer while serving as Superintendent at the Coast Guard Academy hold the rank of rear admiral; that any practicable provisions of emergency legislation be used at this time to accomplish this and that legislation be introduced to provide rear-admiral rank for the incumbent as a permanent provision of law.

"That the cadet mess hall be enlarged.

"That a suitable and appropriate chapel be constructed as soon as conditions warrant.

"That the chairman of the Board be authorized to appoint committees during the year to consider such matter in connection with the Academy as becomes necessary.

"That the administration of the Academy take such steps as are practicable to increase the responsibility of the Cadet Officers and Battalion Organization in administering discipline with the Cadet Corps.

"That, as conditions warrant, a high percentage of officer personnel be assigned the Academy, particularly regular officers in the tactical department.

"That, whereas the Board, in conclu-

sion, desires to register its high opinion of the excellent and invaluable contributions made by the Advisory Committee in its relationship with the Academy and that in recognition of the personal sacrifices being made by its members, the members of the Advisory Committee be paid a per diem of \$25 for such days as they serve. The Advisory Committee, its personnel and contributions to the Academy, made a marked impression on the Board of Visitors."

Members of the Congressional Board of Visitors who made the trip to New London, were Senators David I. Walsh, of Massachusetts; Harold H. Burton, of Ohio; and Prentiss M. Brown, of Michigan; and Representatives Schuyler O. Bland, of Virginia; John Tabor, of New York; Jed Johnson, of Oklahoma; J. Hardin Peterson, of Florida; James C. Oliver, of Maine; and Henry M. Jackson, of Washington.

The congressional party left Washington on the morning of May 1, and on arrival at the Academy witnessed a ceremonial evening parade of the cadet battalion. The Superintendent of the Academy, Capt. James Pine, then entertained the visitors at a dinner at the Mohican Hotel and the new color motion picture depicting Academy cadet life was shown.

On May 2 a formal meeting of the Board was held with Senator Walsh being elected chairman and Capt. Ellis Reed-Hill being appointed Secretary to the Board. Members of the Advisory Committee were also invited to attend the meeting.

Captain Pine in his statement before the Board among other things assured them of the loyalty of the officers and crew of the former Danish training ship *Danmark* who are now efficiently serving the Coast Guard in the training of cadets.

Prof. G. E. Russell, a member of the Advisory Committee, then informed the Board of the work being done by the Committee in the development of the Academy. He told them that the efforts of the Committee in planning the original curriculum for a well balanced 4-year course had been so successful that the Association of American Universities had recognized the Academy and authorized the granting of Bachelor of Science degrees to graduates. He also spoke of the very high rating now afforded the Academy by the Engineering Council for Professional Development, an association inspecting educational institutions where engineering is taught.

After interviewing other key members

of the Academy staff and the cadet battalion commander, the meeting was adjourned.

### COAST GUARD TO BUILD FLEET OF CRUISING CUTTERS

Of 13 new cruising cutters to be built by the Coast Guard at a cost of approximately \$30,000,000 11 are to be built by the Western Pipe & Steel Co., of California, under a contract just awarded and two are to be constructed at the Coast Guard Yard, Curtis Bay, Md.

The new cruising cutters will have a length over all of 255 feet, a beam of 43 feet, a draft of 15 feet, and a displacement of 2,000 tons. The ships will have turbo-electric propulsion, 4,000 shaft horsepower being available in each to turn a single screw.

The contract with the Western Pipe & Steel Co., provides for the delivery of the first vessel by June 1, 1944, the second by July 1, of the same year, and two each month thereafter. The vessels will be named the *Androscooggin*, *Chataqua*, *Huron*, *Iroquois*, *Klamath*, *Otsego*, *Owasco*, *Sunapee*, *Wachusett*, *Winnebago*, and *Winona*.

The two cutters to be built at the Coast Guard yard will be begun upon the completion of the two shipways now under construction there. Work on the shipways which are now two-thirds completed, was begun in April 1941 by the Centaur Construction Co., the contract price being approximately \$1,150,000. All possible means are now being employed to rush the project to completion. The tentative names selected for the two cutters to be built at Curtis Bay are *Mendota* and *Okeechobee*.

The main propulsion machinery and auxiliaries for the 13 cutters will be furnished by the Westinghouse Electric & Manufacturing Co., at a total cost of \$3,955,523.

### COMMANDANT ALLOTS CAPTAIN OF THE PORT PERSONNEL AND EQUIPMENT

Allocation of Coast Guard personnel and equipment for the rapidly expanding captain-of-the-port activities in all parts of the country is outlined in a memorandum just issued by Coast Guard Headquarters. For the efficient operation of these activities the number of enlisted men to be engaged in this work has been increased to 25,000. A

total of 2,400 boats, including fire boats, picket boats, patrol boats, and Reserve boats, and 776 motor vehicles of all types, will be provided for their use. This personnel and equipment will be in service as soon as practicable. Commissioned and warrant personnel, and office and wharfage facilities will be provided as needed by the district Coast Guard officers and headquarters.

The district Coast Guard officers have been instructed to take immediate steps to build up the captain-of-the-port organizations, under their command, to authorized strength. Officer and petty officer personnel will be obtained and trained principally within each district, but nonrated men will come from recruit training stations.

### COMMANDER JOSEPH POIS TO HEAD NEW COAST GUARD ADMINISTRATIVE MANAGEMENT SECTION

Commander Joseph Pois, recently commissioned in the Coast Guard Reserve, has assumed his new duties as chief of the administrative management section in the office of the Commandant. The new section will be charged with the duties of planning the organization of the Coast Guard and reviewing all new administrative procedures before they are approved by the Commandant, and also will actively participate in the organization of the district offices and stations of the Service. This section is necessary to effectively coordinate the important additional responsibilities placed on the Coast Guard by the War, including the functions of the Bureau of Marine Inspection and Navigation and the training functions of the Maritime Commission recently transferred to the Coast Guard.

Born in New York City, Commander Pois now claims Chicago, Ill., as his home. He has received degrees from the University of Wisconsin, University of Chicago, and the Chicago-Kent College of Law. As a staff member of J. L. Jacobs and Public Administration Service, organizations of consultants on administrative management, he specialized on problems of governmental administration. He has a thorough knowledge of Government practices, having served as Chief of Administrative Studies Section of the Bureau of Old Age Insurance of the Social Security Board, and before entering the Coast Guard organization, was Chief of the Fiscal and Administrative Reorganization Section of the Bureau of the Budget.



### COMMANDER STEDMAN ASSIGNED TO STAFF OF MERCHANT MARINE ACADEMY

Commander Giles C. Stedman, United States Naval Reserve, has been appointed Commandant of Cadets of the United States Coast Guard Merchant Marine Academy at Great Neck, Long Island, N. Y.

Commander Stedman, until recently, was the commanding officer of the liner *America* which has been taken over by the Navy for use as a transport. The vessel was renamed the U. S. S. *West Point*, and Captain Stedman was called to active duty with the Naval Reserve to serve as executive officer aboard the vessel.

During the last war, Commander Stedman served in the Coast Guard aboard the cutter *Ossipee* engaged in convoy duties in European waters. After his discharge from the Service he continued his schooling and is now the possessor of two college degrees.

In addition to the Navy Cross, he has received decorations from foreign governments for many rescues he has effected while in command of vessels of the United States Merchant Marine. Among those rescued were 28 persons from the Italian S. S. *Ignazio Florio* in 1925, 22 persons from the British S. S. *Essex City* in 1933, and 33 persons from the torpedoed British S. S. *Olive Grove* in 1939.

### PRACTICAL VALUE OF ICE BREAKING ON GREAT LAKES DEMONSTRATED.

The practical value of the efforts of the Coast Guard, the vessel operators, and the ore shipping interests to open the Great Lakes to navigation at the earliest practicable moment this spring is indicated by the following record of iron-ore shipments. During the month of March 792,558 gross tons of iron ore were shipped upon the Great Lakes. This total compares favorably with shipments made during the month of April in other years of heavy ore movements. In a span of 32 years there were only eight seasons when the April shipments exceeded 1 million tons, and this year that figure was closely approached a month earlier.

The Coast Guard began ice-breaking operations shortly after March 15. By March 24 the upper lakes ports began to open, and by March 28, the first cargo of iron ore had reached Cleveland.

### NEW MOTORBOAT NUMBERING REGULATIONS ASSURE YACHTSMEN OF GREATER SAFETY

The numbering of motorboats in large, conspicuous figures is now required as a war measure, according to a statement issued by Vice Admiral R. R. Waesche, Commandant of the Coast Guard, covering new regulations published in detail in the Federal Register, volume 7, No. 80, dated April 24, 1942.

For the duration of the war and for 6 months thereafter every undocumented motor vessel which is required to be numbered shall have painted upon it appropriate numbers from 6 to 24 inches in height, depending upon the size of the boat. Not only shall the numbers be displayed upon each bow, as heretofore, but shall also be placed in such a manner as to be clearly visible from the air.

While the new regulations, which are to be placed in force immediately, impose a considerable burden upon yachtsmen and other small-boat owners, the new numbers have the practical advantage that they provide the proper identification so necessary if boats are to avoid the possibility of a machine-gunning which might follow if patrol planes and surface craft thought the boats of a suspicious nature.

Other parts of the new regulations provide that boats of American ownership cannot be sold or transferred to noncitizens except under certain conditions.

Applications for certificate of award of numbers for motorboats will be made by the owners to the collectors of customs of the district, acting for the Coast Guard, in which the owner resides. The classes of vessels now required to be numbered are substantially the same as heretofore.

The new rules provide that numbers on boats must be in figures 6 to 8 inches high for boats under 20 feet in length, 10 inches in height for boats above 20 feet and under 40 feet, 18 inches in height for boats above 40 feet and under 60 feet, and 24 inches in height for boats over 60 feet in length.

### COMMANDER FIELD ADDRESSES MOBILE, ALA., PROPELLER CLUB

Commander R. S. Field, now assistant to Vice Admiral R. R. Waesche, Commandant of the United States Coast Guard, in the administration of the ac-

tivities of the former Bureau of Marine Inspection and Navigation, was the principal speaker at the National Maritime Day meeting of the Propeller Club, Port of Mobile, at Mobile, Ala., on May 22. Commander Field spoke of the increased need for adequate safety devices aboard ships and of the manner in which the Coast Guard is coordinating the activities of the former Bureau of Marine Inspection and Navigation, of which he was Director, with the expanded wartime activities of the Coast Guard organization.

#### **NEW MARINE INSPECTION FUNCTIONS BROUGHT TO COAST GUARD AS RESULT OF CONSOLIDATION**

Because of the consolidation of the former Bureau of Marine Inspection and Navigation with the Coast Guard, as a result of a recent Executive order, the following brief articles are published as a means of acquainting Coast Guard personnel with some of the new functions which the Service has now assumed.

Among the important functions of the former Bureau of Marine Inspection and Navigation taken over by the Coast Guard are those connected with the inspection of vessels and the enforcement of statutes and promulgation of rules relating to safety equipment and construction requirements having the same ends in view. This work is now carried on at headquarters by the Merchant Vessel Subsection, the work of which may be summarized as follows:

For the examination and survey of merchant vessels and their equipment, the subsection arranges the schedules and special assignments of the traveling inspectors. It conducts the reinspection of merchant vessels at sea and in port to determine the condition of the vessels and equipment and the efficiency of the personnel. Special inspections of certain Government boilers, pressure vessels, and floating equipment are arranged. Records and data, relating to certifications issued in accordance with statute and treaty (annual, International Safety Certification, amendments and exemptions), are maintained.

All proposed amendments to the General Rules and Regulations are prepared for consideration by the Commandant. Arrangements are made for public hearings in connection with regulatory changes when such are required by statute. Industry and field staffs are advised in matters concerning the interpretation of regulations.

Reports, recommendations, and specifications are prepared for the approval or rejection of material, equipment, and devices submitted for the consideration of the Commandant. Fire-fighting, life-saving equipment, and other devices proposed for use on merchant vessels are given tests and examinations.

Research activities are conducted in connection with new materials and equipment, and the findings reported. To maintain contact with scientific development, staff members are assigned to technical meetings of industry and other government agencies.

All existing general rules, regulations, and pilot rules are revised and reedited in codified form as required by the Federal Register Act. Records and data covering all formal actions of committees, boards, or the Commandant, concerning General Rules and Regulations and approvals, are maintained. A monthly report covering the activities of the Merchant Vessel Subsection (Material) is prepared and edited.

The subsection also directs the investigation of all marine casualties involving American flag vessels, reviews the records of such investigations to make final decisions, and ascertains what measures are necessary to prevent the repetition of such casualties. There are three different types of investigations as follows: All cases involving loss of life are investigated by "A" marine investigation boards. Marine casualties which are classified as serious are investigated by "B" marine investigation boards. Minor marine casualties, as well as complaints of misconduct, misbehavior, inattention to duty, etc., not involving a casualty, are investigated by "C" marine investigation boards. All cases are reviewed by the unit, and are also carefully studied from a standpoint of safety lessons to be learned, and recommendations for amendments in the General Rules and Regulations are prepared for the attention of the Inspection and Regulation Unit. Since the outbreak of the present war, the number of casualties to American vessels has increased, due to enemy action. Statements are obtained from surviving officers and crew members in each of these casualties, by the "C" boards. These statements, together with any recommendations for additional equipment or precautions, are forwarded to the unit for analysis. Recommendations are then transmitted to the Inspection and Regulation Unit, frequently resulting in new emergency regulations.

## SHIP PERSONNEL DIVISION

The Ship Personnel Division has supervision of the United States shipping commissioners' offices located at the following ports with a personnel of 150 employees: Boston, Providence, New York, Philadelphia, Norfolk, Newport News, Baltimore, Savannah, Mobile, Galveston, New Orleans, Houston, San Pedro, San Francisco, Portland, Seattle, Tacoma, Honolulu. It also has supervision of the Central Records Section, maintained in Washington, with a personnel of 62 employees.

The functions of the United States shipping commissioners' offices involve attesting the shipment and discharge of seamen on shipping articles of agreement for vessels of foreign and intercoastal trade. The shipping commissioners act as arbitrators for masters and seamen in settling controversial matters such as wages, working conditions, and the general welfare of merchant seamen. They issue the continuous discharge book and certificate of identification to all merchant seamen. They have jurisdiction over deserting and deceased seamen's wages and effects. As enforcement officers they are required to report any violation of the navigation laws coming to their attention.

In the Central Records Section there are maintained some 450,000 seamen's individual files, each file containing a complete record of documents issued to the seaman together with a record of his sea service. There are also on file all shipping articles covering each voyage of merchant vessels in the foreign and intercoastal trade, together with Form 735 (T) covering merchant vessels operating in the coastwise, Great Lakes, and nearby foreign trade showing the original crew and any changes thereon. The card records on all licensed officers are also maintained in this section.

Prior to Public Law No. 869, approved October 17, 1940, there was no provision for checking the shipment and discharge of seamen in the coastwise, Great Lakes, and nearby foreign trade inasmuch as these vessels are not required by law to sign and discharge their crews before a shipping commissioner. On account of the national emergency, it was imperative that we have complete knowledge of the whereabouts of all merchant seamen employed on merchant vessels. Enactment of Public Law No. 869 took care of this matter by providing that the masters of vessels operating in the coastwise, Great Lakes, and nearby foreign trade, who did not sign their crews before a United States shipping commissioner,

shall make a report to this Division prior to sailing showing the members of the crews signed on and paid off. In order to police this particular function, it was necessary to designate ship-personnel inspectors to go aboard the ships to check the crews and instruct the masters in preparing their reports accurately. This phase of our work has been a tremendous help in checking subversive activities in the marine industry.

The checking of citizenship of all licensed and unlicensed seamen is handled by this Division.

Under date of April 17, 1942, this Division was authorized to take over the work of maintaining the records and advising the next of kin of merchant seamen deceased, lost or missing through enemy action.

## LAW ENFORCEMENT AND REVIEW SECTION

The Law Enforcement and Review Section operates directly under the chief counsel of the Coast Guard. It serves as a liaison office between Coast Guard headquarters and the Office of Navigation and Inspection. Its principal function is to coordinate the law-enforcement activities of Coast Guard officers in the field, local inspectors, shipping commissioners, and collectors of customs acting for the Coast Guard. It also serves as legal adviser to the Assistant to the Commandant and the chiefs of sections in Inspection and Navigation. It is charged with the responsibility of preparing orders for the signature of the Secretary of the Navy, waiving navigation and inspection laws which, if strictly enforced, would impede the war effort. It reviews cases involving suspension or revocation of seaman's licenses and certificates to insure that the investigations and trials of seamen are conducted in accordance with legal practice.

Whenever a new statute is passed, requiring enabling regulations, the regulations are prepared by this section, and all amendments to existing regulations are either originally prepared by the Law Enforcement and Review Section, or passed upon by it. Liaison is also maintained with the various other Government departments, and material assistance is rendered to the Department of Justice in its civil and criminal actions on behalf of the Coast Guard. The State Department also utilizes the service of this section in those cases which require expert knowledge of the navigation and inspection laws. Attorneys and other representatives of steamship owners or seamen's organizations are



constantly interviewed by this section whenever legal problems arise with respect to inspection and navigation laws.

Under the recently established procedure, all violation reports are submitted to this section for review before any other action is taken with respect to the violation. After these violation reports have been reviewed, the reports are returned to the collectors of customs, acting for the Coast Guard for the time being, with instructions to open navigation-fine cases and notify the offender that he has incurred the penalties prescribed under the statute violated. Opportunity is afforded the offender to appeal, either in person or by affidavit addressed to the Commandant, requesting remission or mitigation of the penalty or penalties incurred. In most cases the offenders waive the right to appear personally, and submit affidavits in the nature of pleas of confession and avoidance, which are reviewed by this section.

After such review and conclusion is reached, letters are prepared in each case, setting forth briefly the contention of the applicant, and the decision of the Commandant. The collector of customs, upon receiving the decision, calls upon the offender, in those cases in which a penalty is imposed, to pay the penalty. If the offender fails to pay this penalty within 60 days after his notice, or does not file a supplemental petition, the collector has standing instructions to refer such cases to the district attorney for the institution of suit.

In many of the cases which are referred to the district attorney, the Department of Justice requests that this section furnish it with previous decisions, legislative history of the statutes violated, and other material legal assistance. In those cases where violations of the criminal statutes are discovered, this section prepares, for submission to the Attorney General, a résumé of the circumstances and its version of the law or laws which have been violated. Quite frequently, the Attorney General requests that representatives of this section proceed to various cities to assist the district attorneys in the preparation of civil cases for suit, or to render advice in those cases requiring criminal prosecution.

Prior to Executive Order No. 9083, this section was charged with the preparation of the publication "Navigation Laws of the United States," and supplements thereto, as well as the preparation of the publication entitled "Laws Governing Marine Inspection."

## SERVICE NOW OPERATES EXTENSIVE EDUCATIONAL FACILITIES

The recent transfer of additional maritime functions to the Coast Guard has resulted in the Service now operating an extensive series of training schools and stations. These include facilities for the training of officers for the regular Coast Guard Service, for the Coast Guard Reserve, and for the American Merchant Marine. Other stations provide for the training of enlisted and unlicensed personnel for the same services.

For the training of officers, the Coast Guard maintains the following schools: The United States Coast Guard Academy, at New London, Conn., where cadets are trained both for commissions in the regular Coast Guard and the Coast Guard Reserve; the United States Coast Guard Merchant Marine Basic Schools at New Orleans, La., and at San Mateo, Calif.; and the United States Coast Guard Merchant Marine Academy, at Great Neck, Long Island, N. Y. Merchant Marine cadets are first sent to one or the other of the basic schools for a short course in nautical subjects. Following this, from 6 to 8 months is spent aboard an active merchant vessel after which his training is completed at the Maritime Academy at Great Neck.

For the training of enlisted men of the regular Coast Guard and the Coast Guard Reserve, the service operates training stations at Groton, Conn., Manhattan Beach, N. Y., Curtis Bay, Md., Norfolk, Va., New Orleans, La., Alameda, Calif., and Port Townsend, Wash.

Unlicensed men for the American Merchant Marine are trained at the United States Coast Guard Merchant Marine Training Stations at Gallups Island, Mass.; New London, Conn.; Hoffman Island, N. Y.; Sheepshead Bay, N. Y.; St. Petersburg, Fla.; Hueneme, Calif. and Alameda, Calif.

The following are State Maritime academies which receive financial assistance from the Federal Government and which are sponsored by the Coast Guard but are under the control of the States in which they are located: Maine Maritime Academy, Castine, Maine; Massachusetts Maritime Academy, Boston, Mass.; New York Maritime Academy, Fort Schuyler, Bronx, N. Y.; and the California Maritime Academy, San Francisco, Calif.

Opportunities for further study in both nautical and academic subjects are made available to all men in the

before mentioned services by the United States Coast Guard Institute at Groton, Conn., through a system of correspondence courses which are offered free.

### WAR BOND PURCHASES NEAR HALF MILLION MARK

Purchases of war bonds and stamps by Coast Guard personnel both in Washington and in the field, are now approaching the half-million-dollar mark, according to the latest reports received at Coast Guard headquarters. Stamps and bonds in the amount of \$465,816 have been purchased to date with headquarters personnel buying \$65,461 worth of securities, the remaining \$400,354 being purchased by personnel in the field.

In the 2-week period from May 1 to May 15, headquarters personnel purchased \$7,000 worth of defense securities while the field personnel was increasing its total by \$23,500. Future purchases are expected to be greatly increased because of the various pay-roll-deduction plans which have been established throughout the Service for the benefit of both military and civilian personnel.

### COAST GUARDSMAN AWARDED MEDAL OF VALOR BY AMERICAN LEGION POST

Award of a medal of valor to Irvine Thomas Lind, seaman second class, United States Coast Guard, was made by the Second Division, Post No. 27, American Legion, of Baltimore, Md., on May 9, before a gathering including many high ranking officers of the Coast Guard. Lind, who rescued a woman from drowning in the surf off Seal Rocks near San Francisco, was selected for this honor from a long list of Coast Guard personnel who during the year 1941 performed outstanding acts of heroism.

This award was the sixth such annual presentation to be made to a member of the Coast Guard by Post No. 27. Since all acts of heroism by Coast Guard personnel for the preceding year are considered in making the award, it has become highly regarded in the Service.

On Christmas Day 1941, Lind, at the time an apprentice seaman, was a member of a boat crew from the Golden Gate Lifeboat Station which was sent to rescue a woman reported drowning in the treacherous currents off Seal Rocks. On arrival at the scene, the crew managed to launch the dory in the heavy surf but could make but slight progress toward the woman. Lind, who had been left

ashore to stand by, saw that immediate action would be necessary if the woman was to be saved. He clambered far out on the rocks to reach a point as close as possible to the drowning woman, dove into the treacherous surf and after much difficulty managed to reach the now unconscious woman and keep her afloat until both were hauled aboard the dory.

The recipient of the medal, Irvine T. Lind, was born on October 19, 1917, in Berkeley, Calif. He enlisted in the Coast Guard on October 10, 1941, and was sent to the Port Townsend Training Station at Port Townsend, Wash. Upon completion of his training he was transferred to the Golden Gate Lifeboat Station, San Francisco, Calif. At the present time he is attending the Boatswains Mate School at the Coast Guard Training Station at Manhattan Beach, N. Y.

Presentation of the medal of valor was made in the presence of officers and members of the American Legion Post No. 27, of Baltimore, and many officers of the Coast Guard. Among those present were: Capt. LeRoy Reinburg, commandant of the Coast Guard Yard, Baltimore; Capt. Ellis Reed-Hill, public relations officers at Coast Guard headquarters; and officers of Coast Guard craft who happened to be in Baltimore at that time.

The medal of valor was awarded last year to Charles Thaler, boatswains mate first class, for his rescue of a 10-year-old boy from drowning in the Mississippi River at St. Louis, Mo.

### NAUTICAL SCHOOLSHIP VISITS WASHINGTON

The training Ship *Keystone State*, with the cadets of the Massachusetts Maritime Academy on board, visited Washington, D. C., on May 22, to be present on National Maritime Day. The ship was open to visitors on that day.

The Massachusetts Maritime Academy is one of the State nautical training schools coming under the supervision of the Coast Guard in its administration of the Nation's merchant marine training program.

### BRITISH AMBASSADOR VISITS COAST GUARD YARD

The Coast Guard Yard at Curtis Bay, Md., was recently visited by British Ambassador Viscount Halifax, who later addressed the following letter to the Commandant of the Coast Guard:

MAY 5, 1942.

MY DEAR ADMIRAL WAESCHE: I feel I must write and tell you how very kindly

I was received by the officers of the United States Coast Guard at Baltimore on Friday. I have already written my thanks to Commander Abel and Captain Reinburg, but I should like to convey my thanks also to you as their commanding officer. They were most helpful and I was greatly impressed with all I saw.

Believe me, my dear admiral,

Yours sincerely,

/s/ HALIFAX.

#### ACTIVITIES OF THE UNITED STATES COAST GUARD UPON THE GREAT LAKES DURING 1941

(Continued from May BULLETIN)

Activities of the United States Coast Guard on the Great Lakes during the 1941 season of navigation were highlighted by several important developments among which were the establishment of three new radiobeacons, the full operation of the new Lake St. Clair Light Station, and the construction of the Gravelly Shoal Light Station at the entrance to Saginaw Bay.

During the past season, the Coast Guard was specially active in efforts to lengthen the season of navigation by the breaking of ice at strategic points. In addition to the use of its regular cutters stationed upon the Lakes, it hired the car ferry *St. Marie*, employed a Coast Guard air detachment already in the region for other purposes, and closely coordinated its series of ice observations from lighthouses, from lifeboat stations, and from the patrol plane. These activities combined resulted in the earliest opening of navigation on the Great Lakes in 40 years, the Federal locks at Sault Ste. Marie being opened on April 3. This early opening of navigation greatly facilitated national defense activities, for 6,954,793 tons of iron ore were shipped from the upper Lakes ports during April, compared with a previous all-time high of 3,770,055 tons during a similar period.

Long range plans for ice-breaking work have been considerably advanced by the appropriation of \$8,000,000 by Congress in the Third Supplemental National Defense Appropriation Act, approved December 17, 1941, for the construction of an ice breaker for the Coast Guard for use on the Great Lakes. After a careful analysis of the results obtained in breaking ice in the fresh water and low temperatures of the Lakes region, both with its own ships and by vessels owned and operated by

commercial interests, the following general characteristics have been decided upon.

The ice breaker would have a maximum displacement of 5,000 tons, a length of 290 feet, a beam of 72 feet, and engines of 10,000 horsepower. An ice-breaking cutter such as this with a beam greater than that of any vessel in normal service upon the Lakes, would enable the vessel to clear a channel fully adequate for even the largest ships, avoiding the damage to side plating now frequently sustained where ships negotiate channels broken out by ice breakers with a beam less than their own.

The Coast Guard aviation unit, consisting of an amphibian plane, a communications truck, and crews for both, spent the entire season upon the Great Lakes for the primary purpose of gaining practical experience to be used in the final selection of a permanent Coast Guard air station in the region. Temporary facilities were used at Traverse City, Mich., but the unit made many flights from other air fields, the problem confronting the service being that of selecting a base point from which the entire Lakes area can best be served. The site finally selected must be centrally located, have suitable topographic features for take-off and landing under all conditions, and be susceptible of development at a reasonable cost.

As Coast Guard stations upon the Great Lakes, have, in the past, been called upon to send boats, men, and other materials to sections of the Ohio and Mississippi River valleys in times of flood, the Lakes districts have been included in the comprehensive flood-relief plan recently developed by the service. Great increase in the scope of this plan has been possible as a result of the consolidation of the equipment and facilities of the former Lighthouse Service with those of the Coast Guard. The plan, as it applies to Great Lakes Coast Guard stations, specifies the equipment and men to be dispatched to stricken areas under various conditions.

The development of a lifeboat station of the first class, located on the upper end of Belle Isle, at Detroit, was continued during the year, though it is likely that further construction will be deferred to the end of the war. Bulkheading and the construction of the boat basin are completed, and bids have been received for the erection of the station buildings. This new lifeboat station, when placed in commission, will serve as a focal point for life-saving activities in the Detroit River, Lake St. Clair, and the St. Clair River and also as a serv-

icing base for the care of certain of the navigational aids in the general vicinity.

**COAST GUARD BULLETIN COM-  
PLETES FIRST VOLUME**

With the June 1942 issue, the **COAST GUARD BULLETIN** will complete its first

volume of 36 issues, having been inaugurated in 1939 to take the place of the former Lighthouse Service Bulletin.

An index to volume 1 is now in preparation and will be issued in printed form. Copies of this index will be supplied upon request to those maintaining complete files or bound volumes.

